

## **FIXED-ROUTE BUS FARE STRUCTURE CHANGES**

### **TRANSFER POLICY REVISION**

Currently, MMT's transfer policy allows customers to transfer up to two (2) times within a two (2)-hour period. Since the service changes could result in increased transfers system-wide, MMT will modify the transfer policy to allow up to three (3) transfers within a two (2)-hour period.



## **PROPOSED CHANGES TO METRO RIDES VANPOOL PROGRAM**

### **TECHNOLOGY UPGRADE AND ZONE FARE INCREASE FOR THE VANPOOL PROGRAM**

Metro Rides will add WiFi and technology upgrades to the vanpool vans for an added commuter benefit. A zone-fare increase will also be implemented in order to better align the fare structure between large and small vans.



# **Final Service Changes Springs 2016**

## **REVISED RECOMMENDATIONS**

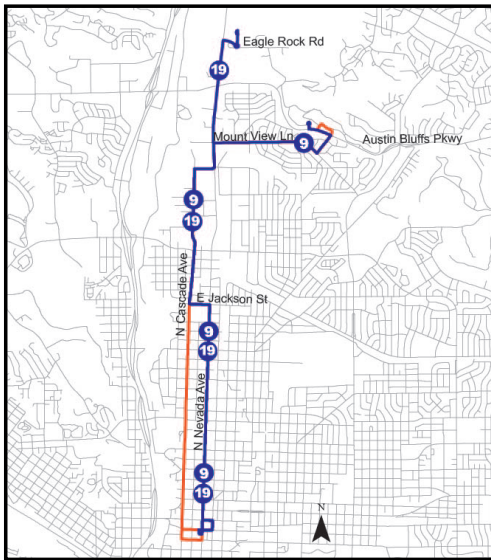
Based on the public meeting/input process, Mountain Metropolitan Transit will implement the proposed 2016 spring service changes with the following revisions:

1. Route 9 will continue operating to UCCS' main campus area by operating on Mount View Lane to the main roundabout on UCCS property. A NEW Route 19 will be implemented with 30-minute frequency service to follow the same routing as Route 9, but at Nevada Avenue and Mount View Lane, Route 19 will travel north on Nevada Avenue and end near Eagle Rock Road. 15-minute transit service will operate from the Downtown Transit Terminal to Nevada Avenue and Mount View Lane.
2. Service will continue to serve the Kelly Johnson Boulevard loop on the northern portion of Route 39.
3. In order to enhance safety and reduce walking distances, customers using Routes 8 and 12 to transfer to Routes 9 and 19 to travel downtown, will be able to get on and off on the west-side of Nevada Avenue.

## INCREASES IN BUS FREQUENCY

### INCREASE FREQUENCY FROM 30-MINUTE TO 15-MINUTE SERVICE ON ROUTE 9

Service to UCCS' main campus area will continue by operating Route 9 on Mount View Lane to the main roundabout on UCCS property. Route 9 service will operate every 30-minutes (as it does currently) to the main campus area. A NEW Route 19 will be implemented with 30-minute frequency service to follow the same routing as Route 9, but at Nevada Avenue and Mount View Lane, Route 19 will travel north on Nevada Avenue and terminate near Eagle Rock Road, across from University Village Colorado shopping plaza. 15-minute transit service will operate from the Downtown Transit Terminal to Nevada Avenue and Mount View Lane. Based on our discussion with UCCS administrators, once UCCS constructs a new bus pull-out area that alleviates our safety and operational concerns, we will return Route 9 directly into the campus. (This is expected to be completed by September 18, 2016 when our Fall service change becomes effective.)



### INCREASE FREQUENCY FROM 60-MINUTE TO 30-MINUTE ON ROUTES 10 AND 11

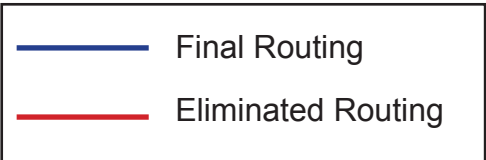
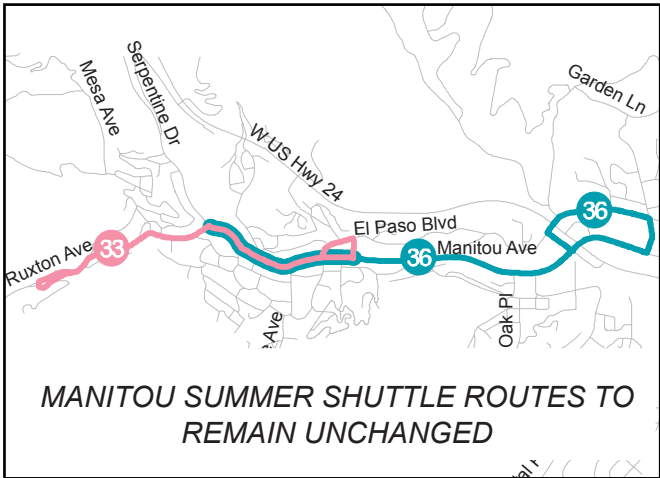
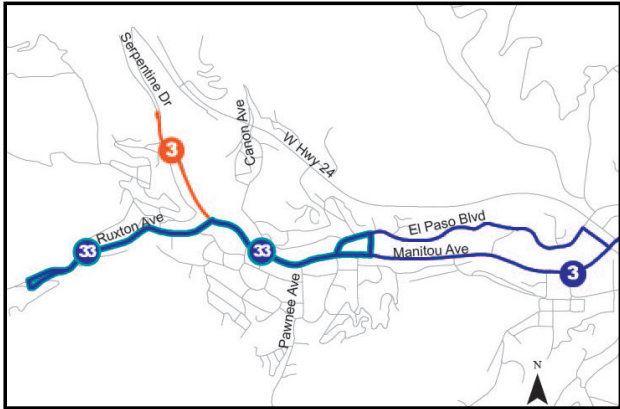
#### ADD SATURDAY SERVICE TO ROUTE 10

To create a 15-minute north/south corridor on Nevada Avenue, MMT will increase frequency from 60 minutes to 30 minutes on both Routes 10 and 11 on weekdays. Because Routes 10 and 11 overlap between the Downtown Terminal and Southgate Road, increasing frequency on each route will result in a 15-minute corridor. There are no routing changes proposed on either route - just an increase in frequency. MMT will also add Saturday service to Route 10, the result of which is a 30-minute corridor from the Downtown Terminal south to Southgate

## CHANGES TO EXISTING BUS ROUTES

### RESTRUCTURING ROUTE 3

To improve on-time performance Route 3 will terminate at Old Man's Trail where connections to the Manitou Shuttles (Routes 33 and 36) can be made. Route 33 (the Incline/Cog Shuttle) and Route 36 (the renamed Manitou Avenue Shuttle) will operate from May 1, 2016 to September 17, 2016. Route 33 will continue to operate until the next summer season from approximately 6:00 a.m. to 6:00 p.m. seven days per week. This enhancement ensures that customers traveling farther west along Manitou and Ruxton Avenues will have access to on-time transit service all year long.



RESTRUCTURING ROUTE 6

Due to the increase in frequency on Route 9, Route 6 will be restructured to eliminate duplicative service. The current segments of Route 6 on Nevada and Wahsatch Avenues (identified in red, below) south of E. Fillmore Street, will be eliminated. Riders currently accessing Route 6 at bus stops that will be eliminated will be able to board Route 9 two blocks to the west on Nevada Ave. Connections between Routes 6 and 9 will be made at E. Fillmore St.



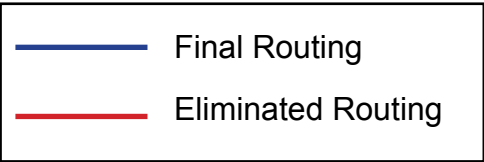
RESTRUCTURING ROUTE 8

Due to the increase in frequency on Route 9, Route 8 will be restructured to eliminate duplicative service. The current segment of Route 8 running on Nevada Avenue south of E. Cache la Poudre Street (identified in red, below) will be eliminated. Connections between Routes 8, 9, and 12 will be made at E. Cache la Poudre Street and N. Nevada Avenue.



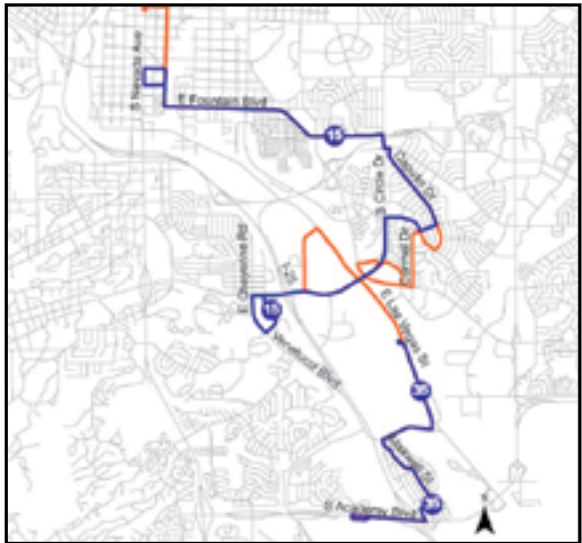
RESTRUCTURING ROUTE 12

Due to the increase in frequency on Route 9, Route 12 will be restructured to eliminate duplicative service. The current segments of Route 12 on N. Hancock Avenue south of E. Cache la Poudre Street, and on E. Willamette and N. Wahsatch Avenues (identified in red, below) will be eliminated. From N. Hancock Avenue, Route 12 will be rerouted west on E. Cache la Poudre Street to N. Nevada Avenue where it will connect with Routes 8 and 9.



RESTRUCTURING ROUTE 15

Route 15 will be restructured into two routes: "Route 15" and "Route 35." Route 15 will connect to the 15-minute service corridor at S. Nevada Ave. and E. Rio Grande St. and will serve most of the current northern routing on Route 15 before ending at the Tinseltown/World Arena area. Segments of low-ridership on Carmel and Capulin Drives will be eliminated. Route 35 will operate at 30-minute frequency (weekdays only) from the Pikes Peak Community College (PPCC) Transfer Center to the Criminal Justice Center (CJC) on E. Las Vegas Street from approximately 6:00 a.m. to 10:00 a.m. and from 2:00 p.m. to 8:00 p.m.



RESTRUCTURING ROUTE 16

Route 16 will be restructured to tie into the 15-minute service corridor at E. Brookside St. Portions of Route 16 experience very low ridership and will be eliminated. Route 16 will be split into two new routes: "Route 16" and "Route 17". Route 16 will run from E. Brookside St. and S. Nevada Ave. to the Uintah Gardens Shopping Center at W. Uintah St. and N. 19th St. with the exception of the area on N. 31st St. and W. Colorado Ave. Route 17 will serve the northern area currently served by Route 16 from the Uintah Gardens Shopping Center to W. Fillmore St., with the exception of Mesa Rd. Route 17 will also serve W. Fillmore and W. Uintah Streets. These changes will provide new service to Coronado High School, increased frequency to the VA Clinic (30 minutes instead of 60 minutes), and a critical link to the transit system from the west side of Colorado Springs.



RESTRUCTURING ROUTE 39

Route 39 will stop at a new transfer hub on UCCS property near Eagle Rock Rd. and N. Nevada Ave. Moving Route 39 to the new transfer hub at Eagle Rock Rd. will improve on-time performance and productivity; reduce conflicts with UCCS shuttles at Centennial Hall; and provide an operationally-efficient, safe, and convenient transfer location. The proposed new transfer hub is within close proximity of the University Village Colorado retail center; and has the potential to generate significant additional ridership.

